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E.O. 11652: N/A
SUBJECT: CLUB/CILSS TRANSPORTATION DONORS MEETING
OECD/PARIS APRIL 27 - 28

REF: BAMAKO 9273

1. SUMMARY. SUBJECT MEETING ATTENDED BY 14 DONORS,
CILSS, CLUB SECRETARIAT, 1 SAHEL COUNTRY, 2 USAID
MISSION REPRESENTATIVES AND CONSEIL DE L'ENTENTE.
PURPOSE WAS TO COORDINATE SAHEL DONOR ACTIVITY IN
TRANSPORT LARGELY ACHIEVED THROUGH THREE STEPS:
A. PROVIDING DETAILED INFORMATION ON FIRST GENERATION
PROJECTS AND STUDIES IN TRANSPORT. B. IDENTIFYING
AND SUMMARIZING DONOR FUNDS COMMITTED TO PROJECTS AND
RESULTING UNFUNDED PROJECTS. C. IDENTIFYING DONOR
INTEREST IN UNFUNDED PROJECTS AS WELL AS POSSIBILITIES
AND NEEDS FOR JOINT AND CO-FINANCING.

PRIOR TO 8 COUNTRY REVIEW OF TRANSPORT PRO-
GRAMS, DONORS LAUNCHED INTO SUBSTANTIVE DISCUSSIONS ON
FIVE CONSTRAINTS TO SAHEL TRANSPORT DEVELOPMENT.
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THESE ISSUES WERE (1) TRANSPORT LEGISLATION AND RE-
GULATION (2) MANPOWER AND TRAINING (3) STANDARDIZATION
(4) RECURRENT COSTS (INCLUDING ROAD FUNDS) (5)
PLANNING. AFTER EXTENSIVE DISCUSSION, IT WAS CONCLUDED
THAT THESE ISSUES MUST BE RESOLVED ON NATIONAL BASIS,
BUT THAT SOME EFFORT BY CILSS OR OTHER REGIONAL ORGAN-
IZATIONS WOULD BE USEFUL IN IDENTIFYING AND COMMUNICA-

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TING EXAMPLES OF SUCCESSFUL APPROACHES TO SAHEL COUNTRIES.

TYPES OF PROJECTS DISCUSSED WERE (1) ROAD REHABILITATION AND MAINTENANCE (2) SECONDARY ROADS STUDIED BY UNSO AND (3) STUDIES. FOR MAINTENANCE AND REHABILITATION, $50 MILLION IS NOW FIRMLY PROGRAMMED OUT OF $L62 MILLION FOR FIVE YEARS (EXCLUDING MAURITANIA). FURTHER PROJECT DEFINITION IS PLANNED FOR EACH COUNTRY TO CO-ORDINATE DONOR PARTICIPATION BUT WAS NOT SCHEDULED AT MEETING. FOR UNSO SECONDARY ROADS, 47 MILLION IS FINANCED OUT OF 90 MILLION AND SEVERAL DONORS INDI-CATED THAT THEY WERE EXAMINING THESE PROJECTS IN CON-TEX CONTEXT OF RURAL DEVELOPMENT PROGRAMS. OTHER DONOR ONGOING ACTIVITY INCLUDED $3 MILLION IN STUDIES AND $251 MILLION IN TRANSPORT PROJECTS NOT IN CLUB FIRST GENERATION. END OF SUMMARY.

2. IN ORDER TO TAP RICH, EXPERIENCE, FED (BERRENS), IBRD (POULIQUEN), AND NUMBER OTHER DONORS, U.S. PRO-POSAL EXAMINATION OF LONG TERM CONSTRAINTS TO MORE EFFECTIVE TRANSPORT DEVELOPMENT AND OPERATION IN WEST AFRICA. THESE DISCUSSIONS WERE AS FOLLOWS:

A. LEGISLATION AND REGULATION. ENTENTE FUND (PAUL KAYE) PRESENTED SOLID SUMMARY THEIR WORK IN ANALYSIS
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NATIONAL TRANSPORT AND REGULATORY LEGISLATION IN KEY WEST AFRICAN COUNTRIES. FUNDS STUDIES AVAILABLE REDSO/ABIDJAN. CILSS AGREED TO ADVANCE EFFORTS FOR GREATER REGIONAL HARMONY IN TRUCKING LEGISLATION THRU BOTH NATIONAL CILSS COMMITTEES AND BROADER-BASED RE-GIONAL INSTITUTIONS SUCH AS ECOWAS. FED AND BELGIUM BELIEVE PROGRESS ON THIS FRONT DEPENDENT LARGELY NATIONAL INITIATIVES, HENCE SLOW: ESTABLISHING RE-GIONAL TARGETS FOR MORE UNIFORM AXLE WEIGHTS, BORDER CROSSING PROCEDURES, AND UNIFORM HIGHWAY SIGNS AND SIGNALS COULD BE FURTHER ADVANCED BY CILSS, ENTENTE & ECOWAS LEADERSHIP WITH DONOR SUPPORT.

AID POSITION. USAID SHOULD SUPPORT ACTIVITIES BY CILSS OR OTHER INTERREGIONAL ORGANIZATIONS IN RESOL-VING ABOVE PROBLEMS. PARTICULARLY IMPORTANT IS

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INTERCHANGE OF INFORMATION AMONG CILSS COUNTRIES REGARDING SUCCESSFUL LEGISLATIVE APPROACHES.

B. MANPOWER AND TRAINING. SEVERAL REFERENCES WERE MADE ON IMPORTANCE OF IDENTIFICATION OF MANPOWER NEEDS AND TRAINING AS PART OF ROAD MAINTENANCE PROGRAMS. PARTICULARLY ON-THE-JOB TRAINING WAS STRESSED AS MOST COST-EFFECTIVE MEANS OF INCREASING PUBLIC WORKS COMPETENCE. DIAGNOSTIC STUDY POINTS OUT LACK OF MIDDLE LEVEL MANPOWER (CHEF DE BRIGADE & CHEF DE SECTEUR). DISCUSSION OF ROLE OF LOME MAINTENANCE SCHOOL CONCLUDED THAT IT HAS LIMITED ROLE AT PRESENT AND SHOULD BE COMPLEMENTED BY NATIONAL TRAINING PROGRAMS. REGIONAL TRAINING IS PARTICULARLY APPROPRIATE FOR ENGINEERING EDUCATION. SEVERAL DONORS AND CILSS INDICATED THAT WORK ON TRAINING MANUALS WAS DESIRABLE, AND THAT THIS SHOULD BE COORDINATED BY CILSS IN DISSEMINATING INFORMATION BETWEEN SAHEL COUNTRIES. FAC INDICATED RECENT EFFORT TO FINANCE FRENCH/ENGLISH TRAINING MANUALS FOLLOWING ACCRA ROAD CONFERENCE. FED ENCOURAGED INNOVATIVE USE OF LOCAL CONTRACTORS, AND MAXIMUM NUMBER OF AFRICAN COUNTERPARTS FOR LONG TERM
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BENEFIT.

AID POSITION. MANPOWER, ESPECIALLY MIDDLE LEVEL, IS

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KEY CONSTRAINT TO BE ADDRESSED IN DESIGN OF ROAD MAINTENANCE AND REHABILITATION PROGRAMS. ANALYSIS SHOULD GIVE BALANCE TO FORCE ACCOUNT AND CONTRACTOR COMPONENTS, AS WELL AS TECHNICAL ASSISTANCE. TRAINING PROGRAMS SHOULD TAKE ACCOUNT OF ALL PUBLIC WORKS NEEDS (NOT JUST MAINTENANCE), SHOULD BE ORIENTED TO ON-THE-JOB TRAINING AND SHOULD ENCOURAGE CILSS TO HELP PROVIDE MANUALS. USAIDS SHOULD TAKE ADVANTAGE OF FED EXPERIENCE IN USE OF CONTRACTORS. REDSO/ABIDJAN SHOULD ENCOURAGE ENTENTE FUND TO EXAMINE WAYS HEAVY EQUIPMENT CENTER IN LOME & NEW SUB-CENTER IN NIGER CAN SERVE REGION'S MANPOWER NEEDS MORE EFFECTIVELY.

C. STANDARDIZATION: MEETING AGREED STANDARDIZATION HAS TWO COMPONENTS (1) ROAD DESIGN STANDARDS AND (2) CO CONSTRUCTION AND USER EQUIPMENT.

STRONG FEELING BY EXPERIENCED WEST AFRICAN HANDS THAT SAHEL-WIDE UNIFORM ROAD STANDARDS IMPOSSIBLE TO ACHIEVE IN SHORT RUN AND UNLIKELY ACCOMPLISHMENT OVER NEXT COUPLE DECADES. KEY CONCLUSION, HOWEVER, IS NEED FOR CLEAR ROAD DESIGN STANDARDS WITHIN EACH COUNTRY BASED ON ROAD USE. CILSS (RAPPOI (RAPPORTEUR EQUIPE TRANSPORT BOURRELLIS) WILL FOLLOW UP THROUGH NATIONAL CILSS COMMITTEES.

EQUIPMENT STANDARDIZATION IS MORE DIFFICULT. THIS PROBLEM IS EXACERBATED BY AID IN TIED FORM OF DONOR CREDITS AS WELL AS ECONOMIC MOTIVES TO FIND CHEAPEST EQUIPMENT, WHICH VARIES FROM YEAR TO YEAR.
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WITH INCREASING NUMBER OF DONORS ON TRANSPORT SECTOR, TENDENCY WILL BE FOR MUCH GREATER VARIETY OF STOCK. THIS COULD POSE SERIOUS SPARE PARTS AND RELATED PROBLEMS FOR ALREADY OVEREXTENDED PWVS AND COMMERCIAL GARAGES. IBRD REFERRED TO THEIR EXCELLENT RESULTS OF SPECIAL CREDIT LINES IN SUPPLY COUNTRIES FOR SPARE PARTS ON RAILROADS. SUGGESTED USE FOR PWD EQUIPMENT. MEETING AGREED SAHEL GOVERNMENTS AND DONORS SHOULD GIVE CAREFUL ATTENTION TO THIS POINT AS RECOMMENDED IN DIAGNOSTIC STUDY.

AID POSITION: USAID SHOULD INSIST ON PRECISE ROAD DESIGN STANDARDS RELATED TO ROAD USE IN THEIR PROJECT AGREEMENTS. AID/W SHOULD EXAMINE BEST WAY TO SUPPORT PURCHASE EQUIPMENT AND SPARE PARTS WITHOUT FURTHER COMPLICATING STANDARDIZATION PROBLEM.

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D. RECURRENT COSTS: THERE ARE VARYING DONOR POLICIES ON THIS ISSUE. THE FED USES DECLINING RECURRENT COST SUPPORT FOR PROJECTS. IT WOULD BE PLEASED TO ASSIST USAIDS IN ADOPTING SIMILAR FORMULA. THE KUWAIT FUND DOES NOT FUND RECURRENT COSTS, WHILE WORLD BANK PAYS FOR NEITHER RECURRENT COSTS NOR TAXES. MANY PAST IBRD PROJECTS HAVE REQUIRED HOST COUNTRY TO PAY 25 OF CONSTRUCTION COSTS, PER REF TELEX BAMAKO 9273, ALTHOUGH

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THIS IS NOT GENERAL IBRD REQUIREMENT ACCORDING TO IBRD DELEGATE (POULIQUEN).

UP TO NOW ROAD FUNDS, WHICH THE MEETING ENDORSED, HAVE NOT BEEN WHOLLY SUCCESSFUL IN MEETING MAINTENANCE NEEDS. IT WAS ADVISED TO ANALYZE THE ABILITY OF COUNTRY OPERATING BUDGET TO ABSORB COSTS OF RUNNING EQUIPMENT, AND PHASE MAINTENANCE PROGRAMS ACCORDINGLY.

AID POSITION: TRANSPORTATION SECTOR SHOULD MAKE IMPORTANT INPUT INTO RECURRENT COST STUDY COMMISSION. AID SHOULD FOLLOW UP ON OFFERS MADE BY FED AND IBRD TO SHARE EXPERIENCE WITH ROAD FUNDS AND RECURRENT COST FINANCING.

E. PLANNING. IN ORDER TO REDUCE RELIANCE ON FOREIGN PLANNERS AND EXPENSIVE CONSULTANT SERVICES, MEETING

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STRONGLY ENDORSED DEVELOPMENT OF LOCAL PLANNING UNITS
IN EACH SAHEL COUNTRY. AS MINIMUM, THESE UNITS SHOULD
ORGANIZE AND CARRY OUT DATA COLLECTION. MORE DATA
WILL BE NEEDED IN OTHER AREAS SUCH AS CONSTRUCTION
METHODS, TECHNOLOGY, AND RELATIVE SUCCESS OF GOVERNMENT
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VS PRIVATELY CONTRACTED PROJECTS.

IT SHOULD BE THE ROLE OF THE CILSS TO WORK OUT NORMS
AND METHODS OF DATA COLLECTION, DRAWING HEAVILY ON
FINDINGS AND RECOMMENDATIONS OF DIAGNOSTIC STUDIES.

AID POSITION: USAID'S SHOULD ENCOURAGE AND ASSIST
LOCAL TRANSPORT PLANNING IN SAHEL IN EVERY WAY POSSIBLE.
REQUEST EACH USAID DESIGNATE A MISSION TRANSPORT LIAISON
PERSON AND INFORM AID/W AND OTHER LOCAL DONORS.

3. THE FOLLOWING OUTLINES PRESENT AND PROPOSED DONOR
PROGRAMS BY COUNTRY (DETAILED ACCOUNTING WILL BE
FORWARDED WHEN MADE AVAILABLE BY CLUB).

A. CAPE VERDE. PRESENT FINANCING BY FED AND
NETHERLANDS ON ROAD CONSTRUCTION AND REQUEST UNDER
CONSIDERATION BY KUWAIT FUND. ABU DHABI AND BADEA
HAVE FISHING PROJECT WITH TRANSPORT COMPONENT.

AID WILL REVIEW POSSIBLE ROLE IN PLANNING OF TRANSPORT
PROJECTS; AND ENCOURAGES SCANDINAVIAN INVOLVEMENT.

B. CHAD. MULTI-DONOR MAINTENANCE AND REHABILITATION
PROJECT (21.8 M DOLLARS) FINANCED BY IBRD, AID, AFDB.
UNSO HAS FINANCED $7.2 M OF $L4.4 M PROGRAM. FED HAS
PAVED-ROAD CONSTRUCTION AND MAINTENANCE PROJECTS AND IS
LOOKING FOR CO-FINANCING ON BONGOR-LAI ROAD.
SWITZERLAND AND IBRD EXAMINING RURAL ROADS IN CHARI
REGION.

AID MAY EXAMINE FOLLOW UP TO UNSO PROJECT AND TO
MAINTENANCE PROJECT IF IT FITS WITH RURAL DEVELOPMENT
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PROGRAMS.

C. GAMBIA. IBRD COORDINATING FUNDING FOR ROAD
MAINTENANCE AND REHABILITATION PROGRAM ($7.6 M).

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USAID NOW DESIGNING $2-3 M COMPONENT. GAP OF $L.6-2.6 M
REMAINS, ALTHOUGH TWO DONORS EXPRESSED INTEREST. UNSO
ROAD PROGRAM FINANCED WITH LIBYAN AND FRG AID. FED AND
KUWAIT FINANCING ROAD CONSTRUCTION. OTHER DONORS
AWAITING TRANSPORT STUDY COMING IN ONE MONTH.

D. MALI. IBRD AND USAID PRESENTLY FINANCING
MAINTENANCE PROJECTS. IBRD SEEKING COFINANCING OF
$L7 MILLION ON BAMAKO BOUGORMI ROAD CONSTRUCTION. USAID
ALSO FINANCING L200 KM OF FEEDER ROADS IN RURAL
DEVELOPMENT PROJECTS. UNSO ROADS ARE FULLY FINANCED.
CIDA, FRG AND FED ARE FINANCING ROAD CONSTRUCTION.
AID PROGRAMS ARE PRESENTLY EXTENSIVE BUT CLOSER
COOPERATION WITH OTHER DONOR PROGRAMS IS ENCOURAGED.

E. MAURITANIA. IBRD AND KUWAIT FUND PRESENTLY FI-
NANCING ROAD MAINTENANCE PROGRAM. MAURITANIA POSITION
IN COMPLEMENTARY NOTE GOES BEYOND ROAD MAINTENANCE AND
REHABILITATION TO INCLUDE ROAD CONSTRUCTION. TOTAL

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NEED IDENTIFIED WAS $104 MILLION. UNSO HAS FINANCED
$1.6 M. $15.6M NEEDED TO COMPLETE UNSO PROGRAM. CIDA,
FED, ARAB FUNDS FINANCING ROAD CONSTRUCTION. KUWAIT
FUND ALSO FINANCING PORT PROJECTS. AID INDICATED IN-
TEREST IN FEEDER ROAD PROJECTS, POSSIBLE FOLLOW ON
TO UNSO PROGRAM TO BE EXAMINED.

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F. NIGER. IBRD ENGAGED IN ONGOING MAINTENANCE PROGRAM AND ROAD CONSTRUCTION. CIDA IS FINANCING MAINTENANCE OF THE ROUTE DE L'UNITE. AFDB IS COMMITTED TO FINANCE L,000 KM OF FEEDER ROAD. THIS LEAVES A GAP OF ABOUT $23 MILLION IN DIAGNOSTIC MAINTENANCE PROGRAM. UNSO FINANCING $L MILLION OR ROAD CONSTRUCTION, $10 MILLION GAP REMAINING. IBRD FINANCED FEEDER ROAD STUDY EXPECTED IN MAY L978. ABU DHABI FUND NOW FINANCING FEEDER ROADS. AID INDICATED INTEREST IN CO-FINANCING OF FEEDER ROADS WITH IBRD AND ALSO CO-FINANCING OF COMPONENT OF MAINTENANCE PROJECT AT LATER STAGE.

G. SENEGAL. IBRD CONTINUING FUNDING OF ROAD MAINTE-NANCE PROGRAM AND PAVED ROAD REINFORCEMENT. DIAGNOSTIC STUDY IDENTIFIED $11.9 MILLION GAP TO BE FINANCED, BUT UNCLASSIFIED

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MAIN CONSTRAINT IS PRESENT T.P. ORGANIZATION AND BUDGET. UNSO FINANCED $1.4M OF ROAD PROGRAM AND $12.2M REMAIN TO BE FINANCED. IBRD, CIDA, FRG, FED AND AFDB ARE ALL FINANCING ROAD CONSTRUCTION. FRG IS SEEKING CO-FINAN-CING FOR TAMBACOUNDA-MALI BORDER ROAD. ABU DHABI AND CIDA ARE STUDYING THE OMVS RIVER TRANSPORT SYSTEM. AID INDICATED INTEREST IN FEEDER ROADS IN THE CASAMANCE. THIS ACTIVITY SHOULD BE COORDINATED WITH ABU DHABI FUND WHICH IS ALSO INTERESTED IN FEEDER ROADS IN THE CASA-MANCE. AID INTEREST IN THE OMVS TRANSPORT SYSTEM SHOULD ALSO BE COORDINATED WITH ABU DHABI AND CIDA.

H. UPPER VOLTA. PRESENT IBRD EFFORT CONTINUING IN ROAD REHABILITATION AND MAINTENANCE. IBRD STUDY NOW BEING UNDERTAKEN FOR ROAD MAINTENANCE PROGRAM TO FUR-THER DEFINE FINANCING GAP OF ABOUT $50 MILLION. UNSO PROGRAM HAS $4 MILLION FINANCED WITH $3-4 MILLION GAP REMAINING.
USAID, CIDA, FRG, FED, NETHERLANDS AND AFDB HAVE ROAD IMPROVEMENT PROGRAMS. CO-FINANCING REQUESTED FOR HOUNDE-SAKOINSE ROAD AND FODO-NIGER BORDER ROAD. AID INDICATED INTEREST IN TRAINING COMPONENT OF ROAD MAINTENANCE AND REHABILITATION PROGRAM, AS WELL AS CON-TINUING INTEREST IN E.ORD FEEDER ROAD IMPROVEMENT.

4. STUDIES. LESS THAN HOUR DEVOTED AT MEETING TO RE-VIEW OF LONG-TERM STUDIES. FAC PRESENTED SEMA TRANS-PORT DEVELOPMENT MODEL PROJECTING BULK FREIGHT MOVEMENT TARGETED ON 2000 A.D. SEMA MODEL BASED ON MAXIMUM GROWTH IN EAST-WEST TRANSPORT AS OPPOSED TO TRADITIONAL NORTH-SOUTH TRANSPORT. IT INCLUDED INPUTS FROM FERTI-LIZER, CEMENT, AGRICULTURE PRODUCTION AND POL SECTORS.

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MEETING REQUESTED CLUB SECRETARIAT TO ARRANGE FOR PRE-
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SENTATION OF REFINED SEMA MODEL AT NOVEMBER CLUB
MEETING IN AMSTERDAM. AID POSITION. BELIEVE SFWA/
SDPT SHOULD EXAMINE SEMA APPROACH IN SOME DETAIL PRIOR
NEXT CLUB REVIEW, AND DETERMINE IF APPROACH CAN BE USED
FOR AID PROJECT IDENTIFICATION. ALSO AID SHOULD

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EXAMINE WITH RAPPORTEUR WHAT ADDITIONAL RESOURCES MAY
BE NEEDED TO ACCOMPLISH SUPPORT TO COUNTRY PLANNING
PROGRAMS.
5. ATTENDANCE. PRESENT AT MEETING WERE REPRESENTATIVES
OF FRG, BELGIUM, CANADA (CIDA), FRANCE (FAC), SWITZER-
LAND, NETHERLANDS, MAURITANIA (DIRECTOR OF EQUIPMENT &
TRANSPORT), CHAD (DIRECTOR PWD), IBRD, FED, UNSO, AFRI-
CAN DEVELOPMENT BANK (AFDB), UNDP, CONSEIL DE L'EN-
TENTE, ABU DHABI FUND, KUWAIT FUND, USAID/WASHINGTON,
USAID/BAMAKO, USAID/NIAMEY. MEETING CHAIRED BY CILSS
(YAYA) AND PRESIDENT/ANIMATOR OF TRANSPORT WORKING
GROUP (GAMI) WITH HELP OF CLUB SECRETARIAT.

6. CONCLUSION. ON BALANCE SESSION ENABLED EXCHANGE OF
INFORMATION ON DONOR ACTIVITIES AND INTERESTS. MEETING

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COULD HAVE ACHIEVED MORE HAD CILSS/CLUB DATA ON ALREADY COMMITTED PROJECTS BEEN FORWARDED AT LEAST FOUR WEEKS BEFORE SESSION AND HAD LIST OF UNFUNDED REMAINING COMPONENTS OF DIAGNOSTIC STUDY BEEN DELINEATED BEFORE MEETING.

THOUGH TIME WAS SHORT, DONORS WORKED EFFECTIVELY WITH
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CILSS'S YAYA ON PRELIMINARY EXAMINATION OF KEY ISSUES AND ON IDENTIFYING FUNDING GAPS BY COUNTRY AND POTENTIAL INTEREST OF DONORS.
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